

The Sydney Morning Herald.

"IN MODERATION PLACING ALL MY GLORY, WHILE TORIS CALL ME WHIG—AND WHIGS A TORY."

TERMS OF SUBSCRIPTION.

Sydney, Fifteen Shillings per Quarter. Single Numbers, Sixpence. Country, Seventeen Shillings and Sixpence per Quarter; *Ten per cent. discount for payment in advance, and ten per cent. added if accounts are allowed to run over six months.*

VOL. XIX. MONDAY FEBRUARY 3, 1845.

No. 2410

CASH TERMS FOR ADVERTISEMENTS.

For one inch and under, Three Shillings, and One Shilling for every additional inch, for copy insertion.

The main persons authorized to receive Money and Communications on account of the "SYDNEY MORNING HERALD," except at the Office of Publication, Lower George-street, Sydney) are Mr. JOHN HARRIS, and Mr. Wm. BALM, Collectors, Sydney; Mr. T. M. SLOMAN, Bathurst; Mr. LARAN WHITE, Windsor; Mr. HUGH TAYLOR, Parramatta; Mr. A. W. LAMOTHE, Maitland and Wollomia; Mr. JOHN BROWN, Campbelltown; Mr. JOHN COLEMAN, Penrith; Mr. THOMAS W. PALMER, Deputy Postmaster, Wollongong; Mr. ROBERT CRAIG, Cabinetmaker, Goulburn; Mr. JOHN M'KINLAY, Postmaster, Cessnock and Merton; Mr. JAMES DAVIDSON, for the District of Yass; Mr. THOMAS DODD, Moreton Bay; Mr. JOHN HOUNSFIELD, Postmaster, Raymond Terrace; Mr. PIERCE HEGARTY, Musgrave; Mr. HORATIO TOBIN, Port Macquarie; Mr. HENRY ALDRIDGE, Clarence River; Mr. JOSEPH LLOYD, Port Phillip; CAPTAIN THOMAS, Launceston and Van Diemen's Land; Mr. WILLIAM BARBER RHODES, Wellington, for Port Nicholson and Cook's Straits, New Zealand, who are provided with Printed Receipts, with the written signatures of "KEMP AND FAIRFAX," who hereby give Notice that no other will be acknowledged for debts accruing from January 1, 1841.

The "SYDNEY MORNING HERALD" is Published every Morning (Sundays excepted); and the Quarters end the 31st March, 20th June, 20th September, and 21st December; at which periods ONLY can Subscribers decline by giving Notice and paying the amount due to the end of the Current Quarter. ADVERTISEMENTS must specify on the first of the number of times they are intended to be inserted, or they will be continued till countermanded, and charged to the party. No Advertisements can be withdrawn after Eleven o'clock, a.m., but new ones will be received until Nine o'clock in the Evening. No verbal communications can be attended to, and all letters must be post-paid or they will not be taken in.

SPECIAL NOTICE.

THIS Subscribers to this Paper, and the Public generally, are respectfully informed, that the following Rules are strictly adhered to:—

In Sydney.—No new Subscribers will be received without one quarter being paid in advance, for which ten per cent. will be allowed; the subscription in advance being £1 1s. 6d. per half-year, and the Proprietors must be furnished at the time with a written undertaking that all future payments, both for subscription and charges of advertisements, shall be made in Sydney, or by the hands of an Agent.

In the Country.—No new Subscribers will be received without one quarter being paid in advance, for which ten per cent. will be allowed; the subscription in advance being £1 1s. 6d. per half-year; and the Proprietors must be furnished at the time with a written undertaking that all future payments, both for subscription and charges of advertisements, shall be made in Sydney, or by the hands of an Agent.

In all cases, whether in Town or Country, the names of persons will be struck off the subscription list, when the arrears against them have stood over twelve months, and proceedings for recovering the amount due will be instituted.

Advertisements must be paid for previous to their insertion.

In all cases of Insolvency, when the party is a Subscriber to this Journal, the name is at once erased from the Subscriber's Book; and if he wish to take the paper in future he must comply with the rule affecting new Subscribers, and pay in advance.

By order of the Board,

JOHN WALKER,
Secretary.

January 20.

BANK OF AUSTRALIA.

SPACIAL GENERAL MEETING

A of the Members of the Company will be held at the usual place of business, George-street, Sydney, upon Thursday, the 16th of February next, at the hour of 2 o'clock, in terms of the 6th clause of the deed of settlement, and also to elect a Director in room of Richard Jones.

By order of the Board,

JOHN WALKER,
Secretary.

January 21.

BANK OF NEW SOUTH WALES.

MEETING of the Proprietors of

A Bank of New South Wales is hereby called for the purpose of taking into consideration the expediency of opening an account with a Banking Establishment in London; to be held at the Banking-house, George-street, on Monday, the tenth day of February next, at twelve o'clock.

By order of the Board,

JOHN BLACK,
Cashier.

January 21.

HUNTER RIVER STEAM NAVIGATION COMPANY.

NOTICE is hereby given, that an adjourned Meeting of the Proprietors in this Company will be held at their offices, on FRIDAY NEXT, the 7th February, at Three o'clock in the afternoon.

By order of the Board,

FRANCIS CLARKE,
Manager.

Hunter River Steam Navigation Company, Sydney, 1st February, 1845.

TO BREEDERS OF STOCK, AND SHIPPERS OF CATTLE TO INDIA.

MESSRS. MACKENZIE, LYALL,

MAND CO., of the Exchange, Calcutta, have the pleasure to announce to Breeders of Stock, and Shippers of Cattle for India, that they have established as a branch of their business, a Horse Repository for the public and private sale of Horses, which being conducted on a system entirely new in Calcutta, has met with the greatest success and encouragement.

Their plan combining the advantages of an Agency with an Auctioneering business, renders it peculiarly adapted to Exporters of Horses for Calcutta; and its advantages (such as no other establishment in Calcutta can offer) may thus be stated:—

1. Parties consigning horses will have them well cared for.

2. Horses immediately on their arrival, will be especially landed by experienced grooms, and taken to the spacious premises of the repository, where the best attention and care would be taken to bring them into condition fit for offering at public auction.

3. The Horses, if not sold immediately, remain at comparatively little expense, and receive the best veterinary and professional attendance without cost.

4. The Horses remaining continually on show at the Repository, stand a better and earlier chance of sale than under the system hitherto pursued. Remittances in part would be made immediately on the horses being landed and valued, either in treasury drafts or in produce, as directed.

Mackenzie, Lyall, and Co.'s charge for commission on sale is eight per cent.; for stabling at living, thirty shillings per month; for landing in commissary coats, eight shillings each horse.

The responsibility of our firm will be attested by the Indian residents in the Australian Colonies, and for detailed particulars regarding the description of horses best adapted for the Bengal Presidency, we refer to Messrs. Smith and Campbell.

WILLIAM C. BOTTS,
Wharf, Darling Harbour.

January 6.

FOR LONDON DIRECT.

THE regular trader first-class river-built ship

SWERETTA, Captain Benjamin Darley, hav-

ing nearly the whole of her cargo on board, will positively sail in all the last week of this present month. She has two poor cabin disengaged, for which early application will be necessary. For freight of wool, oil, or pro-

duce, apply to Captain Darley, on board; or to

WILLIAM C. BOTTS,
Wharf, Darling Harbour.

January 6.

FOR LONDON DIRECT.

THE first-class British-

built barque

MIDLOTHIAN, 416 tons register, George Mor-

risson, Commander, has almost all her cargo engaged, and will sail early in March. For freight or passage apply to Captain Morrison, on board; to

ROBERT HOW, AND CO.

or to

FLOWER, SALTING, AND CO.

George-street, January 22.

FIRST EXHIBITION OF SCULPTURE IN NEW SOUTH WALES.

IN THE SALON OF THE ROYAL HOTEL.

MR. CHARLES ABRAHAM, pupil

to Mr. Sievier, Esq., and member of the Royal Academy, in London and Paris,

respectfully solicits the support of the ladies and gentlemen in Sydney, to aid him after two years' endeavours in introducing the beautiful art of Sculpture into the colony.

Open Monday, Tuesday, and Wednesday.

Admission 1s. each.

THE friends of the late Major Frederic

Hooven are informed, that his re-

mains will be interred on Tuesday, the 4th

proximo. The hearse will move from the residence of Major Smythe, Surry Hills, at nine o'clock in the morning of that day.

January 21.

1726

Commissioner Office, Sydney,

22nd January, 1845.

UNTIL further notice, Tenders for Bills, to be drawn by the undersigned on Her Majesty's Treasury, at thirty days' sight, will be received at the office of the Commissioners of Customs, at noon, the most favourable of which, if approved of, will be accepted.

No Tenders will be received unless sealed, and in duplicate, marked "Tenders for Bills."

T. W. RAMSAY,
Dep. Com. Gen.

Commissioner Office,

Sydney, 31st January, 1845

KING'S PLAINS STEAMING ESTA-

BLISHMENT.

The charge for steaming down Sheep

and Cattle at the above-mentioned establisment are—Sheep, 6d.; Cattle, 5s. per head; costs cost price.

240 JOHN F. CLEMENTS,

YORK-STREET CO. LTD. ION SALE

AND LIVERY STABLES

RICHARD WEBB respectively offers

his most sincere thanks to the public

generally for the patronage he has long

enjoyed, and begs to inform them that he

has always on hand, either for Hire or Sale,

very superior Gigs and Carriages of all de-

scriptions; also some first-rate Horses.

N.B.—An excellent new Landau for sale,

made on the newest and most improved prin-

ciple; likewise two single-horse Cab Phaetons,

perfectly new, to be sold at a second-hand

price.

T. W. RAMSAY,
Dep. Com. Gen.

Commissioner Office,

Sydney, 31st January, 1845

1716

Commissioner Office,

Sydney, January 27.

1548

BANK OF AUSTRALIA.

A N Adjournment of the Half Yearly

General Meeting of the Members of

the Company will be held at the usual place

of business, George-street, Sydney, upon

Thursday, the 16th of February next, at

the hour of 2 o'clock, in terms of the 6th clause

of the deed of settlement, and also to elect a

Director in room of Richard Jones.

By order of the Board,

JOHN WALKER,
Secretary.

January 20.

1598

WHOLESALE STATIONERY AND

SCHOOLBOOK WAREHOUSE.

W MOFFITT begs to apprise ex-

porters to the islands, country store-

keepers, and wholesale purchasers, that they

can be supplied with every description of

stationery, ledgers, day and cashbooks, journals,

ruled memorandum and copybooks, also

wrapping and brown papers of all kinds, and

every description of the trade.

The undersigned being a purchased

personally the whole of his expenses

in connection with the manufacture of

the goods, is enabled to offer the same

at a very moderate price.

W. MOFFITT, Pitt-street.

299, Pitt-street.

2592

EVERY BENHAM,

In reference to the above notices, returns his

grateful acknowledgments to his friends and

patrons for the liberal support he has ex-

perienced since his commencement, and in

soliciting on behalf of himself a continuance

of those favours, assures them of his determina-

</div

TER.
The first
er River
Company,
d. Morpeth
ng fares
and after
February.

Steerage,
7s.
Id. 6s.
5s.

.. 12s.

15s.

2s. per ton.

card.

LARKE,

Manager.

18s

NELSON

Wharf.

Birkenhead

CHINA,

er, Thomas

will meet her

above pris

For freight

on board;

LETT,

Pitt-street.

DIRECT,

CHOOHER

EIGH,

-hourly ex-

ight or pa-

TICALFE.

1802

CITTE

DE LIST,

scraper of the

published on

every Satur-

apertures of

ce; Imports

Inwards

estimates of

in the Owe-

Shore Town,

curious, and

land;

Ship's harbour;

Court of the Guan-

Ayton;

The Ships;

Colonial

in Town in

rent, &c.

or the above

of publishing

Herald,

&c. &c.

7 6

0 12 0

0 16 6

1 1 0

6 0 0

IRFAX,

Proprietors,

1 OF NEW

hat Thomas

er Sydney, in

(at present)

tip to George

ead, gentle-

at day of the

and Attorney,

preme Court

1845.

AS ICETON.

SAUOON,

S-STREET,

THEATRE,

terations and

this evening,

RY, for Free

WEDDAY,

and entirely New

ental Songs,

as when

in our

er Stephan

the good

of E !!!

is respectfully

in Dalley, jun-

ins will be in-

6. The pro-

ry's Cathedral

commences at

1779

HE COUNTY

Jan. 31, 1846.

ever of my

illip; I desir-

to you—

in consequence

one of Resident

right to se-

with that of my

office of your

kindness and

cumstances in

ride—of and

ateful remem-

ive Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

of public busi-

nt attendances

they—I might

not know until

the formance of its

and the re-

ected me with

the constituency I

ave yielded to

h—after much

the consti-

ve Council is

SHIPPING INTELLIGENCE.

SHIPS IN HARBOUR.

Autumn, barque, 362 tons, White, at Campbell's Wharf. Fanning, agent. Discharging.
Bonaparte, brig, 160 tons, Tomkins, at Deloche's Wharf. Tomkins, owner. Loading for Liverpool.
Cordoue, brig, 112 tons, Loten, at Dalgarro's Wharf. Isaac Simmons, owner. Loading for London.
Christina, brig, 126 tons, Saunders, at the Flour Company's Wharf. A. B. Smith and Co., owners. Discharging and advertised for Port Phillip.
Cornelie, steamer, 94 tons, off the Gas Works. Boyd and Co., owners.
Corsair, steamer, 450 tons. H. Moore, agent. Off the Gas Works.
Colombian, barque, 275 tons, Lamb, at Fotheringham's Wharf. R. W. Robinson, agent. Loading for Singapore.
Edward, schooner, 67 tons, Truscott, at Boyd's Wharf. B. Boyd and Co., owners. Discharging.
Elizabeth, barque, 427 tons, Morris, of Armitage's Wharf. Griffiths, Gore, and Co., agents. Loading for London.
Erebus, barque, 356 tons, Darley, off Bott's Wharf. W. C. Botts, agent. Loading for London.
Emily, barque, 580 tons, Greaves, of Armitage's Wharf. Lyall, Scott, and Co., agents. Loading for London.
Elbow, brig, 253 tons, Macfarlane, at the Circular Wharf. Moses Joseph, owner. Loading for London.
Fame, French whaling ship, 399 tons, Dufar, in Neutral Bay. Dreuler and Wagner, agents. Refitting.
Fame, whaling barque, 200 tons, Sergeant, off Boyd's Wharf. B. Boyd and Co., owners. Refitting.
Frederick, American whaling barque, 331 tons, Chadwick, in the Cove. S. Wilkinson, jun., agent. Refreshing.
Juno, barque, 212 tons, Hayes, hence 11th November, 1844; B. Boyd and Co., owners.
Lady Blackwood, barque, 250 tons, Cooper, hence 15th December, 1844; Lamb and Parbury, owners.

Island 21st December, 1844, with 1000 barrels of sugar. Hooper and Hosking, owners. *Invincible*, 300 tons, Wiles, hence 14th June, 1843; at St. George's Island, September 27th, 1844, with 900 barrels sperm; Cooper and Holt, owners.
Lindsey, 200 tons, Williamson, hence 15th June, 1843; left Port Stephens, 9th September, 1844, with 700 barrels sperm; Williamson, Mitchell, and Russell, owners.
Clarke, 244 tons, Stewart, hence 13th September, 1843; spoken by the *Jane*, 6th August, with 1000 barrels sperm. H. Moore, owner.
Woodlark, 243 tons, Smith, hence 24th September, 1843; spoken by the *Nimrod* at Howe's Island 24th December, 1844, with 940 barrels sperm oil on board; H. Moore, owner.
Somerset, 230 tons, Nixon, hence 6th October, 1843, put into Port Stephens, 14th September, 1844, with 600 barrels sperm; Mitchell, Co., owners.
British Sovereign, 356 tons, Cooper, hence 5th November, 1843; left Port Stephens, 12th September, 1844, with 370 barrels sperm, 50 barrels black; Lamb and Parbury, owner.
Bright Planet, 187 tons, Kyle, hence, March 20th; spoken by the *Matilda*, May 30th, clean; Mitchell and others, owners.
Jane, 250 tons, Power, hence 25th April, 1844; spoken by the *Nimrod*, 9th June, with 30 barrels sperm; Flower, Salting, and Co., owners.
William, 314 tons, Bolger, hence 19th June, 1844; at the Bay of Islands, 8th August, clean; B. Boyd and Co., owners.
Norfolk, barque, 232 tons, Sullivan, hence 25th, 1844; spoken by the *Comet*, on the 5th January, 1845, with 40 barrels sperm.
Lamb and *Parbury*, owners.
Nelson, barque, 274 tons, Spurling, hence 2nd October, 1844, Fotheringham, owner.
Juno, barque, 212 tons, Hayes, hence 11th November, 1844; B. Boyd and Co., owners.
Lady Blackwood, barque, 250 tons, Cooper, hence 15th December, 1844; Lamb and Parbury, owners.

ENGLISH EXTRACTS.

THE EGYPTIAN TREATY.

(From the *Illustrated London News*, Sept. 21.) When war with France was spoken of as an event not impossible, much anxiety was felt as to the safety of our overland communication with India. We were long in establishing it; even now we have not developed all the advantages it will hereafter produce, both to this country and our possessions in the East; and it would have been a misfortune to the world at large if old hatreds and new jealousies between the two great people who are in the van of civilization should have given a check to one of the most signal triumphs civilization has produced. This danger was happily averted; and, since the conclusion of the negotiations that produced this fortunate result, an arrangement has been made which places our intercourse with India on a more secure foundation than it ever yet possessed. A treaty has just been concluded by which we have not merely a permitted passage across the Isthmus of Suez, but an act of sovereignty at one of the chief points of traffic. The port of Suez, it is stated, is ceded to us, and there is now no fear that the policy of the old Pacha of Egypt—long friendly to us, it is true, from reasons of self-interest, but which was no less liable to interruption from passion or caprice—will be departed from. The passage of the Desert is secured; and as for that of the sea, we have long been accustomed to regard the ocean as our highway to all nations. There, we apprehend, we are safe; anything that French Prince may think, say, or write to the contrary, notwithstanding.

But the passage of the Isthmus was more or less of a contingency. If the ruler of Egypt were powerful, which he is, and unfriendly to us, which he is not, he might have annoyed us considerably. If he were weak, however well disposed, he could not have kept in awe those who now serve him as soldiers; but who, disband and disorganized, would adopt the profession of robbers with a marvellous facility. In either case, whether Egypt were held by a powerful enemy or a feeble friend, we might be not a little incommoded. Commerce is eminently pacific, and avoids the path that is liable to be crossed by musket balls. Englishmen are never wanting in courage on fit occasions, but a series of skirmishes in a day's journey would be disagreeable necessities; and to none of our fair countrywomen should we wish any opportunity of proving how well they could emulate the conduct of Lady Sale. In short, rapidity and safety being the two things necessary to that intercourse between distant points, by which steam is doing so much to civilise the world, we rejoice to see them now assured to a locality where both are wanted, and where both might have been suspended. The comparatively few miles of sand that divide the seas of two continents are of immense importance; they form a sort of link in a long chain, to break which would render the whole line useless.

At the present time, when our trade with the great empire of China is expanding to one of export as well as import—when it is beginning to be felt that our rule of the "dusky millions" of India has not been the best possible either for justice and mercy, or even for the far lower consideration of profit—when the policy of the Governor of India has become the subject of contest between the Ministry and its supporters—it is more than ever necessary that the communication between the ruled in the East, and their rulers in the West, should be so frequent and facile as possible; and in this respect that great worker of material marvels—steam—is going far beyond the most sanguine expectations. Let us compare the present with the past, and we shall see what has been effected; there are many things involved in the change worthy of a little notice.

In the first place, in establishing the Mediterranean as our route to India, we are rather returning to an old system, with greater means of working it out, than creating a new one. For centuries the whole of the western world was supplied with the luxuries of the East by the land traffic that brought them to the shores of the Mediterranean, whence they were dispersed to the north and west throughout the extent of Europe. Alexandria and Cairo were then flourishing, and those were the high and palmy days of Venice; that great commercial city then became a great political power; but her greatness was far less the work of the soldier than of the merchant; and though the poet may look contemptuously on the profession that is silently beneficial, humanizing whole nations with less visible

exertion than hat with which war desolates a single province, and may censure it as making men cold to the emotions of patriotism, a doubt may be permitted as to whether the poetical point of view is always the true one. It is scarcely true to say that.

Ennobling thoughts depart
When men change swords for ledgers,—and
The student's bower for gold.

How few, but for commerce, would have the leisure for thinking at all? Men would be engrossed by the savage struggle with earth and the elements for a subsistence little above that of the brute, and where would be the "ennobling thoughts" that such a state could inspire? Commerce actually creates power, and riches, and renown—all that can be required for the page of poet or historian; it did so in the instance of Venice; and the most striking proof of it is, that when her commerce deserted her, she almost literally

Sunk, like a sea-weed, into whence she rose.

The rise and fall of Venice testify alike of the immensity of importance of such an event as that we are noticing—one that may decide the channel which the trade between the two ends of the earth is to take. And the stream of commerce is one that never fails to enrich the bed through which it runs; it is the realisation of the fabled Pactolus, for its sands are of gold.

The decline of Venice began from the day on which Vasco de Gama weathered the "Cape of Storms," afterwards more auspiciously named of "Good Hope." The route to India was no longer through the Mediterranean: the spirit of maritime enterprise had marked out another track, and though it was long ere the rich and proud Republic exhibited the outward marks of decay, it had already attacked her. The source of her greatness was dried up; and at last the visible signs of poverty appeared. It seems to be a principle, invariable in its operation, that when a nation can no longer increase, it must decline. When power does not wax, it must wane; and with the decay of her commerce, the glory of Venice had departed.

Ages have passed, during which the whole of the traffic of Europe with Asia passed round the Cape of Good Hope, crossing two immense oceans. The voyage was long and tedious, but was subordinated to a necessity; it seemed to be forgotten that there had ever been another route, and that however well-adapted the weary waste of waters might be for the conveyance of bulky merchandise, it was a terrible barrier to the intercourse of men. It appeared to be overlooked also, that human beings have activity and volition, and the power of moving from place to place with a celerity far above what can be imparted to fleets of tea and bales of cotton. Other causes contributed to retain the trade to India in the Eastern world, as well as to the intercourse of the two great people who are in the van of civilization should have given a check to one of the most signal triumphs civilization has produced. This danger was happily averted; and, since the conclusion of the negotiations that produced this fortunate result, an arrangement has been made which places our intercourse with India on a more secure foundation than it ever yet possessed. A treaty has just been concluded by which we have not merely a permitted passage across the Isthmus of Suez, but an act of sovereignty at one of the chief points of traffic. The port of Suez, it is stated, is ceded to us, and there is now no fear that the policy of the old Pacha of Egypt—long friendly to us, it is true, from reasons of self-interest, but which was no less liable to interruption from passion or caprice—will be departed from. The passage of the Desert is secured; and as for that of the sea, we have long been accustomed to regard the ocean as our highway to all nations. There, we apprehend, we are safe; anything that French Prince may think, say, or write to the contrary, notwithstanding.

But the passage of the Isthmus was more or less of a contingency. If the ruler of Egypt were powerful, which he is, and unfriendly to us, which he is not, he might have annoyed us considerably. If he were weak, however well disposed, he could not have kept in awe those who now serve him as soldiers; but who, disband and disorganized, would adopt the profession of robbers with a marvellous facility. In either case, whether Egypt were held by a powerful enemy or a feeble friend, we might be not a little incommoded. Commerce is eminently pacific, and avoids the path that is liable to be crossed by musket balls. Englishmen are never wanting in courage on fit occasions, but a series of skirmishes in a day's journey would be disagreeable necessities; and to none of our fair countrywomen should we wish any opportunity of proving how well they could emulate the conduct of Lady Sale. In short, rapidity and safety being the two things necessary to that intercourse between distant points, by which steam is doing so much to civilise the world, we rejoice to see them now assured to a locality where both are wanted, and where both might have been suspended. The comparatively few miles of sand that divide the seas of two continents are of immense importance; they form a sort of link in a long chain, to break which would render the whole line useless.

At the present time, when our trade with the great empire of China is expanding to one of export as well as import—when it is beginning to be felt that our rule of the "dusky millions" of India has not been the best possible either for justice and mercy, or even for the far lower consideration of profit—when the policy of the Governor of India has become the subject of contest between the Ministry and its supporters—it is more than ever necessary that the communication between the ruled in the East, and their rulers in the West, should be so frequent and facile as possible; and in this respect that great worker of material marvels—steam—is going far beyond the most sanguine expectations. Let us compare the present with the past, and we shall see what has been effected; there are many things involved in the change worthy of a little notice.

In the first place, in establishing the Mediterranean as our route to India, we are rather returning to an old system, with greater means of working it out, than creating a new one. For centuries the whole of the western world was supplied with the luxuries of the East by the land traffic that brought them to the shores of the Mediterranean, whence they were dispersed to the north and west throughout the extent of Europe. Alexandria and Cairo were then flourishing, and those were the high and palmy days of Venice; that great commercial city then became a great political power; but her greatness was far less the work of the soldier than of the merchant; and though the poet may look contemptuously on the profession that is silently beneficial, humanizing whole nations with less visible

PALM LEAF PAPER.—We learn that Messrs. E. Thorp and Sons, of Barre, Massachusetts, papermakers, have taken out a patent for the manufacture of several varieties of paper from palm leaf. They make at present, however, only wrapping paper. The editor of the *Barre Gazette* has received a few rolls, and pronounces it unusually strong, and at the same time delicate and flexible, presenting a surface smooth and suitable for writing. India rubber was thought to have been stretched to a variety of uses; palm leaf bids fair to rival the elastic gum, and become an important article of manufacture and trade. "We make here of it," says our *Barre* journalist, "hats and caps for men, bonnets for women, and playthings for children; we build roads of it, make door mats and reticules, brooms and baskets; sleep on it at night, make up plates of it for the table, and write letters on its surface; it is woven into carpets, spread into fans, and stable boys make it serve them a valuable purpose in cleaning horses." In the economy of Providence, every fragment of creation seems to unfold, as man progresses in the arts of life, unbound capabilities of adaptation to his every want. We have, indeed, daily illustration of the truth of that trite and homely adage, that "nothing is made in vain." That quaint English poet, Herbert, who flourished in the fifteenth century, in a poem of some forty stanzas on "Providence," has graphically described it, in his unique vein, the sentiment which forces itself upon us in view of the numerous discoveries of the age in which we live:—

The rise and fall of Venice testify alike of the immensity of importance of such an event as that we are noticing—one that may decide the channel which the trade between the two ends of the earth is to take. And the stream of commerce is one that never fails to enrich the bed through which it runs; it is the realisation of the fabled Pactolus, for its sands are of gold.

The decline of Venice began from the day on which Vasco de Gama weathered the "Cape of Storms," afterwards more auspiciously named of "Good Hope." The route to India was no longer through the Mediterranean: the spirit of maritime enterprise had marked out another track, and though it was long ere the rich and proud Republic exhibited the outward marks of decay, it had already attacked her. The source of her greatness was dried up; and at last the visible signs of poverty appeared. It seems to be a principle, invariable in its operation, that when a nation can no longer increase, it must decline. When power does not wax, it must wane; and with the decay of her commerce, the glory of Venice had departed.

Ages have passed, during which the whole of the traffic of Europe with Asia passed round the Cape of Good Hope, crossing two immense oceans. The voyage was long and tedious, but was subordinated to a necessity; it seemed to be forgotten that there had ever been another route, and that however well-adapted the weary waste of waters might be for the conveyance of bulky merchandise, it was a terrible barrier to the intercourse of men. It appeared to be overlooked also, that human beings have activity and volition, and the power of moving from place to place with a celerity far above what can be imparted to fleets of tea and bales of cotton. Other causes contributed to retain the trade to India in the Eastern world, as well as to the intercourse of the two great people who are in the van of civilization should have given a check to one of the most signal triumphs civilization has produced. This danger was happily averted; and, since the conclusion of the negotiations that produced this fortunate result, an arrangement has been made which places our intercourse with India on a more secure foundation than it ever yet possessed. A treaty has just been concluded by which we have not merely a permitted passage across the Isthmus of Suez, but an act of sovereignty at one of the chief points of traffic. The port of Suez, it is stated, is ceded to us, and there is now no fear that the policy of the old Pacha of Egypt—long friendly to us, it is true, from reasons of self-interest, but which was no less liable to interruption from passion or caprice—will be departed from. The passage of the Desert is secured; and as for that of the sea, we have long been accustomed to regard the ocean as our highway to all nations. There, we apprehend, we are safe; anything that French Prince may think, say, or write to the contrary, notwithstanding.

But the passage of the Isthmus was more or less of a contingency. If the ruler of Egypt were powerful, which he is, and unfriendly to us, which he is not, he might have annoyed us considerably. If he were weak, however well disposed, he could not have kept in awe those who now serve him as soldiers; but who, disband and disorganized, would adopt the profession of robbers with a marvellous facility. In either case, whether Egypt were held by a powerful enemy or a feeble friend, we might be not a little incommoded. Commerce is eminently pacific, and avoids the path that is liable to be crossed by musket balls. Englishmen are never wanting in courage on fit occasions, but a series of skirmishes in a day's journey would be disagreeable necessities; and to none of our fair countrywomen should we wish any opportunity of proving how well they could emulate the conduct of Lady Sale. In short, rapidity and safety being the two things necessary to that intercourse between distant points, by which steam is doing so much to civilise the world, we rejoice to see them now assured to a locality where both are wanted, and where both might have been suspended. The comparatively few miles of sand that divide the seas of two continents are of immense importance; they form a sort of link in a long chain, to break which would render the whole line useless.

At the present time, when our trade with the great empire of China is expanding to one of export as well as import—when it is beginning to be felt that our rule of the "dusky millions" of India has not been the best possible either for justice and mercy, or even for the far lower consideration of profit—when the policy of the Governor of India has become the subject of contest between the Ministry and its supporters—it is more than ever necessary that the communication between the ruled in the East, and their rulers in the West, should be so frequent and facile as possible; and in this respect that great worker of material marvels—steam—is going far beyond the most sanguine expectations. Let us compare the present with the past, and we shall see what has been effected; there are many things involved in the change worthy of a little notice.

In the first place, in establishing the Mediterranean as our route to India, we are rather returning to an old system, with greater means of working it out, than creating a new one. For centuries the whole of the western world was supplied with the luxuries of the East by the land traffic that brought them to the shores of the Mediterranean, whence they were dispersed to the north and west throughout the extent of Europe. Alexandria and Cairo were then flourishing, and those were the high and palmy days of Venice; that great commercial city then became a great political power; but her greatness was far less the work of the soldier than of the merchant; and though the poet may look contemptuously on the profession that is silently beneficial, humanizing whole nations with less visible

which these particulars are taken condemns the occupation of the Gambier Isles as a new source of expense, without any commensurate advantage being derived to France. — *Colonial Magazine*, October, 1844.

POSTAGE LABELS AND ENVELOPES.—The following facts relate to the manufacture of our present postage labels and envelopes may not be uninteresting. The manufacture of the envelope is effected by many powerful, yet accurate machines. The paper is pervaded by coloured threads as a security against frauds; and when sent from the manufacturer is cut into lozenges at the rate of sixty or eighty thousand a minute. Previous to being stamped, each lozenge has a notch cut in each side for the convenience of folding; this is done by an angular chisel. The envelopes are then stamped at Somerset House by a machine which combines the operation of printing and embossing—the invention of the late Sir William Congreve. The last process is the folding and gumming, and a quick hand can fold 3500 in a day. One engraving on the hard steel roller will afford 1680 transfers to soft steel plates; these, again, will, when hardened, admit 60,000 impressions being pulled upon each, so that one original will afford 160,800,000 impressions of labels. Twelve years ago common envelopes were sold at one shilling the dozen (now the postage envelope, with its medallion, may be bought wholesale at a half a farthing, exclusive of the stamp); and yet, though the manufacture is peculiarly costly, it returns a small profit to the government. More than 22,000,000 of chargeable letters were posted in 1843; so that, supposing all the letter-boxes in the United Kingdom to be open twelve hours in the day, and to communicate with one large post, the letters would keep flowing through it at the mean rate of 14 in a second.

THE VALUE OF GROUND NEAR GLASGOW.—On Thursday week, the lands of Brothers, which left Nelson a few weeks since for a place on the West Coast of this island, known by the name of the Black Reef, on sealing trip, returned here on Monday last, with 140 seals and sixty gallons of seal oil. The master of the vessel, Mr. G. Thome, of Kapiti, states that near the Black Reef, which is the spot marked on the charts as the "Three Steeples," a little south of Cape Foulwind, there is a large river, a mile wide. It has a bar at the entrance, on which he took soundings, and found sixteen feet at high water. The river appeared to be navigable for a considerable distance. Mr. Thome anchored his vessel in five fathoms, and pulled up four or five miles in his boat. He describes the valley through the river runs to be twenty miles wide, finely wooded, with some open land. The only trace of a human being he saw on shore, was the footprints of a Maori, and a piece of wood, on which had been written, with charcoal, instructions to another Maori to follow the writer to Wangani. Mr. Thome also states that in running down the coast, he saw the mouth of another considerable river, about thirty miles north of the Black Reef. It is much to be regretted that so little is known of this island. Mr. Tuckett and his party have recently furnished some valuable information respecting the East Coast, but of the West Coast and the southern end of the island, very little is known. We have been assured that from a little north of Milford Haven, all the way up to Cape Foulwind, the high mountain range recedes from the sea, leaving a fine level country, thirty miles wide. The few Maoris who are acquainted with the West Coast say that from the navigable part of one of the rivers near Cape Foulwind, they can walk across the island to Banks's Peninsula in three days. Whaling has never been tried on the West Coast. Mr. Thome states that in no part of New Zealand are fish so plentiful. As whaling stations on that coast would draw their supplies from this coast, we hope to see the experiment tried next season, and should the result be fortunate, the advantage to Nelson would be incalculable.—*Nelson Examiner*, January 11.

NEW ZEALAND.—It is the opinion of a great many of the ancients, that the history of Job was written by Moses in Midian, and delivered to their suffering brethren in Egypt, for their support and comfort under their burdens, and the encouragement of their hope that God would, in due time, deliver and enrich them, as he did this patient sufferer. If that were the case, the Israelites even then must have been a very educated and enlightened people, to be able to enter into the spirit of a work which is to the present day considered to be unrivaled, either in its philosophical definitions or divine demonstrations. In fact, wherever the Israelites went they distinguished themselves as superior teachers in science. Thus we find, that no sooner were they carried away captives into Babylon, than one of their children became the chief astronomer and astrologer. It would be worth while to remark here, that it was that Pythagoras arrived at Babylon in search of the science of the East; whence he carried to Europe the doctrine of a heliocentric system, and daily rotation of the globe on its axis. Every one reading the Old Testament Scriptures, Maccabees, &c., will not hesitate for a moment to testify that learning has in no period of that dispensation been neglected by the Jews. Although some of the literati regret little or nothing the loss of Josephus's intended work concerning the reasons of many of the Jewish laws, and the philosophical or allegorical sense they would bear, yet I would certainly heartily echo the sentiments of Fabricius ap. Haer., p. 63, 64, that "We need not doubt but, among some